



# EV FACT SHEET

## Cadillac Lyriq

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Cadillac Lyriq. Image: Cadillac

### INTRODUCTION

For those who are unfamiliar with the brand, Cadillac is the luxury division of American auto giant, General Motors. (GM). As such, it is marketed as the US equivalent of European brands such as BMW and Mercedes. Interestingly, in late 2024 the Lyriq won the luxury car category of the German ‘Car of the Year’ award!

Built in Tennessee (USA), the Lyriq is Cadillac’s first BEV and it is categorised here as a Large SUV. It is built on GM’s BEV3 EV-only platform which incorporates the GM developed Ultium battery. (Their Ultium battery/motor technology is also shared with Honda and Acura).

US sales began in late 2022 with Australian orders beginning in late 2024 for early 2025 delivery.

### DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

### DRIVING RANGE (continued)

National testing system range estimates		
NEDC (Aust)	WLTP (Euro)	US EPA
Not rated	530 km	502 km

Table 1: Driving range estimates for the Cadillac Lyriq

Using the WLTP range (with a roughly 10% discount for extended highway driving) a Cadillac Lyriq should be capable of a return trip from the Melbourne GPO to Stawell in Victoria’s central west. (This is assuming neither the heating nor air conditioning are heavily used).

If done as a day-trip, it would be useful to do either a ½ - 1 hour top-up charge at an AC charger or 5 to 10 min at a DCFC (DC fast-charger) at one of the expanding number of AC and DCFC sites along this route. For further charging options and availability, see:

<https://www.plugshare.com/>

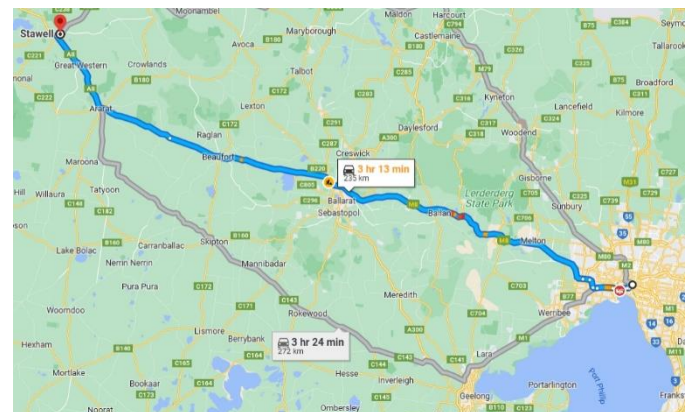


Image: Google maps

### CHARGING SPEEDS/REQUIREMENTS

#### Charging port:

The Cadillac Lyriq is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers<sup>1</sup> as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

#### Notes:

- The Cadillac Lyriq can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs. It will also only charge at a maximum of 7.4 kW on a Type 1 plug EVSE.

## CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

### AC charging:

Like all new EVs sold in Australia, the Cadillac Lyriq is fitted with a type 2 AC socket.

### Charging rates:

**Single phase:** maximum of 7.4 kW (32A)

**Three phase:** 22 kW (32A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Cadillac Lyriq are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (200+kW)
42h	28h	14h	11kW: 9.5h 22kW: 4.75h	100m	32m

Table 2: Approx. charging times for the Cadillac Lyriq

### DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the Cadillac Lyriq uses the CCS2 DC fast-charge connector and can charge at up to 190 kW DC.

### V2X capability:

The Cadillac Lyriq does not have any V2X functionality.

#### Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

## HOME CHARGING CONSIDERATIONS

### General

To get the shortest home charging time for a Cadillac Lyriq, a 22kW (3 phase) AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

### Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at [EVchoice.com.au](http://EVchoice.com.au) or read articles in:
  - (a) Renew magazine edition 143. (EVSE wiring)
  - (b) Renew magazine edition 156. (EVSE buyer's guide)

## SPECIFICATIONS

### Seating: 5

### Boot volumes in litres: (1 litre = 10 x 10 x 10 cm)

- Boot - seats up: 793 L
- Boot - seat folded/to roof: 1,722 L
- Froot (front boot): NA

### Dimensions:

- Overall length: 5,005 mm
- Overall height: 1,620 mm
- Ground clearance: 150 mm
- Overall width (edge of doors): 1,977 mm
- Overall width (edge of mirrors): 2,207 mm

### Battery:

- 102 kWh

### Energy consumption: (WLTP test cycle)

- 22.5 kWh/100km

### Kerb weight:

- 2,687 kg

### Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 22 kW max.
- DC: 190 kW.

### Charge port location:

- passenger side, front.

### Drive configuration:

- All-wheel drive (AWD)

### Towing:

- 750kg/1,588kg (unbraked/braked)

### Performance:

Max. power: kW	Max. torque: Nm	0-100 km/h: seconds
388	610	5.3

### Spare tyre: No

## IMPORTANT NOTE

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